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Written Comment #1**Elizabeth Regan (submitted January 8, 2006 via e-mail)****Comment:**

There exists a social contract, whether implied or within legal guidelines, between the residents that live near Palomar Airport and the airport itself. When I moved to Shadowridge, it was with the knowledge that I lived near the airport. A certain level of noise was to be expected, hence, the "contract" that I alluded to. I did not delude myself into thinking that this area would be free of air traffic or the noise that ensues. However, jet planes that take off at 11:30 p.m., 1 a.m., 2:30 a.m., or 4 a.m. shatter the public trust. Planes and jetplanes are too many to count and the noise too loud when there is championship golf, tennis matches, and holiday crowds. Again, Palomar Airport breaks the social contract when common sense controls don't prevail.

Response:

[See NCP Section 11.3.10 for a description of "Quiet Hours."](#)

Comment:

When I spoke to the Carlsbad City Council regarding this issue, I walked away feeling that pilots, local businesses, and the F.A.A. control the airport without any real input from local residents. I was literally told that the meeting didn't count because the F.A.A. had jurisdiction, not the city council nor the people. It was an exercise in futility. It was meant to be a salve for the angry residents.

I would like mandatory time limits on all pilots: no take-offs or landings before 7 a.m. or after 10 p.m. I think that's fair. It needs to be mandatory because the voluntary approach doesn't work at all. I can vouch for that.

Response:

[Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.](#)

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Written Comment #2**Joyce Roberts (submitted January 9, 2006 via e-mail)****Comment:**

I am a Senior Citizen living in Costa Serena, a senior development, located in Oceanside. We are roughly bounded by Mira Costa College, College Blvd., Ranch del Oro, and Vista Way. Until a few years ago, this place was aptly named. Low-flying aircraft have disturbed the 'serene' atmosphere. I am referring to the large, commercial jets that evidently circle out over the water and then make their way inland.

Please understand I have no complaint as to the route - only to the altitude. Yes, they must climb after takeoff, but is it necessary to do so over residential neighborhoods? Can they not go out a mile or so more and achieve the desired speed and altitude?

Response:

See NCP Section 11.2.3 regarding the circling approach procedure.

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

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Written Comment #3

Joe Capraro (submitted January 10, 2006 at the public hearing)

Comment:

I don't think we should be making noise abatement hours that are more restrictive than Lindberg Field which I think is 5:30 or 6 am to 11 or 12 pm, and San Diego has a lot more density population!

We need to develop a commuter airport for San Diego North County, to LAX and elsewhere. If we don't we will have constant grid lock on the freeways worse than existing.

Response:

Lindberg Field prohibits all take-offs from 11:30 p.m. to 6:30 a.m. and there are no restrictions on aircraft arrivals. Compliance with CRQ's "Quiet Hours" is voluntary. See NCP Section 11.3.10.

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Written Comment #4

Gail Carroll (submitted January 11, 2006 via e-mail)

Comment:

It was nice finally meeting you last night. I am again concerned that there are few recommendations that may have any immediate significant results to reduce noise. It really is all up to the pilot's voluntary cooperation and only some of them give consideration to the VNAP. If they would just follow that we would be happy. I was also distressed at the lack of the attendance by the FAA as well as many pilots or the pilots associations. Here are my comments for addition and exception to the public report.

1. I was distressed that no representative from the FAA or the several pilots organizations, (except one) attended this meeting. It appears to be a reflection of their concern.

Response:

An FAA representative, Pete Ciesla, attended the public hearing. Dave Richter from San Diego Regional Aviation Association made a verbal comment at the public hearing. Several pilots/flight instructors also made verbal comments at the public hearing. Other aviation representatives were in attendance but did not make verbal comments.

2. The recommendation to have pilots turn once West of I-5 seems to diminish the existing rule to turn ½ mile west of the coast. The pilots seem to ignore this VNAP rule a large part of the time. Since it is voluntary, what incentive do they have to follow the new guideline when they ignore the existing ones?

Response:

The recommendation asking pilots to delay the left turn from RW24 until aircraft are west of I-5 would reduce over flights of neighborhoods south of the airport. The recommendation is made with the understanding that pilots who would normally turn left immediately after departure from RW24 are not likely to fly the VNAP 0.5 mile beyond the coastline. If they delay their left turn until they are west of I-5, it would be preferable to the immediate left turn that is currently being flown. See NCP Section 11.2.4 for further explanation.

NCP Section 11.2.4 recommends the "Alpha Departure."

NCP Section 11.2.5 recommends the development of a GPS/RNAV departure procedure.

3. The idea to have GPS is a good one and may keep people more mindful of their bearing, but this will not only take 10-15 years to become a standard retrofit in most planes, but it still will only be another reminder of where they should be on a voluntary basis.

Response:

Comment Noted. Thank you for your input.

4. The idea for 100% compliance and expansion of the quiet hours sounds heavenly, but how are you going to get any more compliance than we have now (usually 10-25 planes per day during quiet hours), when pilots and FBO's have the attitude that it is voluntary and that when it comes to business and their (or their client's) need, that will prevail. They have said to my face that if an exec wants to be in New York by 8AM, they will gladly fly him there and take the quiet hour departure. Their convenience takes precedence over that of the community's sleep or quiet or VNAP. You will need more clout to enforce this. It would make residents very happy.

Response:

See NCP Sections 11.3.9 and 11.3.10.

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ.

5. Why can't the air traffic controllers take a more active roll in encouraging compliance to VNAP and 250 degree departure or even 270 departure? I had access to a radio to the tower for several weeks and listened all day to the tower. It appears to be standard procedure as follows: Pilot calls in and says he is taking off and wants to make a quick left turn to SW and the controller, unless there is an immediate safety issue, says go ahead with your plan, rather than correcting them with a 250 departure and VNAP guidelines. The controllers are way too passive. And, they are just not too busy most of the time. I could hear the conversations and then see the planes take off and turn to the SW, with no correction from the tower. I understand that if the tower tells them where to fly they will because not doing so could lead to a fine. It seems that is the only way to get a better grip on compliance to the existing VNAP. I have also been told by pilots that it is more economical for them to take shortcuts over homes and slower climbing altitudes to save gas.

Response:

See NCP Section 11.2.4 regarding the left turn to the SW.

6. The existing Fly Friendly Program is essentially a plea from homeowners, asking the pilots to comply with the existing VNAP, including 250 departures, staying north of Palomar Airport Rd until ½ mile west of the coast before turning, and also to adhere to the quiet hours of 10PM – 7AM. The PAAC has spent most of its emphasis on trying to educate the community, when the real issue is simply cooperation and compliance to the existing VNAP. Thus, the primary emphasis should be on gaining support of the pilots to cooperate, but meetings, education and signage. More time, money and effort needs to go into this focus.

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish and distribute VNAP to airport users, etc.

7. Who underwrites the funding of your management recommendations? It appears that the county is short on funds and claims to not be able to support some of these ideas.

Response:

Table 14-1 presents the summary of the recommended noise compatibility program measures, implementation responsibility, and estimated cost.

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Written Comment #5**Amy Houle (submitted January 11, 2006 via e-mail)****Comment:**

I am a pilot who has been renting planes out of Palomar Airport for 4 years. It is a shame that a group of people, less than 10, are wasting everyone's time by complaining about noise at Palomar Airport. The tighter patterns that the community is suggesting will cause mid air collisions, then the small airport haters group will try to close the Palomar Airport entirely. I really do not see where the noise is that the people are complaining about. This evening (at 8 pm) as I was leaving the Carlsbad Safety Center, which is in the flight path of Palomar Airport, there were several planes coming in for a landing.... and there was an F150 pickup truck leaving the Safety Center where the Part 150 Airport Noise Compatibility Meeting was held. The F150 pickup truck made much more noise leaving the area and speeding to go home than the 3 airplanes in the area, at pattern altitude of 1,500 or lower.

Response:

Comment Noted. Thank you for your input.

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Written Comment #6

Gordon Nesbitt (submitted January 11, 2006 via e-mail)

Comment:

Can you advise how/where I might find a copy of the study and presentation materials from the 10Jan06 Public Meeting #3? (Is there a URL where I can find the draft study in .pdf form? Also same question for .ppt version of presentation given last night?)

Response:

Deborah Murphy Lagos (URS - Tampa) emailed a copy of the presentation and provided URL for the draft study.

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Written Comment #7**P.J. DeMaris (submitted January 12, 2006 via e-mail)****Comment:**

I have lived in Vista (approximately 7 miles from the airport) for 19 years and have experienced over the last 4-5 years the gradual influx of single engine and jet aircraft over my house to the point of an average of 20 planes per hour. The noise begins around 5:20 am and continues as late as 1am everyday. Admittedly, not every plane passing overhead will meet the FAA standard for excess noise. However, the persistent whine of aircraft is equally disturbing. It is not unusual on a Saturday when I am working in the yard to hear 2-3 airplanes simultaneously. In fact, 95% of the time, whether inside or out, at least 1 aircraft is audible.

From the meetings and reports I have read from the URS study, no real-life measurements or computer simulations were made of the noise generated over Vista by the aircraft arriving or departing from Palomar Airport. Single engine aircraft heading east out of Palomar are very loud as they push their engines to gain altitude and fly directly over my house. The study failed to account for sound physics where approaching sound is louder and hilly topography amplifies the noise.

Response:

14 CFR Part 150 §A150.1 (b) indicates that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required for the development of noise exposure maps or airport noise compatibility programs. URS did utilize data collected by the airport's Global Environmental Management System (GEMS), which has four permanent noise monitors positioned around the airport. See NCP Figure 13.1 for the location of these monitors.

Since the airport is located in a hilly area, local terrain data was used in the Integrated Noise Model to calculate the noise levels. Section 2.5 in the NEM document describes the use of terrain data. The Integrated Noise Model (INM) is the FAA's standard noise modeling program. See NCP Section 10.1 for further details.

Comment:

Jet aircraft approaching from the west barely skim our rooftops in my neighborhood as they descend to land. Perhaps the worst are the late afternoons and weekends when amateur and student pilots use Vista as their flight patterns continuously circle over my house as they practice cycling their engines.

Palomar is now one of the busiest airports in the country and therefore should operate accordingly. Voluntary noise abatement has not and will not be honored. Flight paths need to be varied to avoid the disproportionate negative impact on specific communities. By taking advantage of the airspace over the ocean during takeoff before banking back over land would greatly reduce the noise and subsequent complaints.

My husband and I have decided to move as a result of this problem. This will cause an economic and emotional hardship on us. We purposefully bought this home for the peace and quiet that is now nonexistent. It seems grossly unfair that the citizen on the ground appears to have no rights while those in the air can wreak havoc on the lives of others without concession or consideration.

Response:

See NCP Sections 11.2.4 and 11.2.5.

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Written Comment #8**Rhondda Dennis (Submitted January 12, 2006 via e-mail)****Comment:**

As to those of us who bought homes in the area knowing of the airport, I want to remind you that eight years ago when we bought a new home at Seabright Carlsbad, there were no jet planes at Palomar. We work now toward a reasonable solution to a problem that has developed, after the fact.

Lindberg Field in San Diego has night hours. The airport closes at something like 2100. I don't know the morning hours. It is not voluntary. In my opinion, voluntary is not a solution when it is obviously not to the individual's personal advantage.

Other airports throughout the country close their airports to certain noisy aircraft. It could be done at Palomar. In fact, it may become necessary downstream, so why alienate the public by a lengthy postponement of the inevitable?

Response:

14 CFR Part 161, Section 161.3(a), states "This part applies to airports imposing restrictions on Stage 2 aircraft operations proposed after October 1, 1990, and to airports imposing restrictions on Stage 3 aircraft operations that became effective after October 1, 1990.

Lindberg Field's restrictions were in place prior to the date described above. Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ.

See NCP Section 11.3.9.

Comment:

Two or three years ago, Palomar presumably posted a sign near the taxi area asking pilots to take off straight ahead, over Legoland to the ocean. The noise level dropped a bit. I personally did not see the sign and I don't know if it still exists. I thought at the time that this small effort was a rather "lame" effort to a difficult problem.

Response:

There are two signs indicating VNAP at the airport. One is located at an apron area in the airfield. Another is located at the entrance to the airfield.

Comment:

Initially, when jets first arrived at Palomar, a large percentage (75%) of the airplanes that landed here arrived from out of the area. They are not familiar with local rules...judging by the flight pattern (easily viewed from my second story home) some pilots seemed to be fuzzy about exactly where the airport is located. Are you doing anything to advice pilots arriving from other areas of the control issues that are operational, abet "voluntary."

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish, and distribute the VNAP to airport users, etc.

Appendix K includes published flight procedures.

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Written Comment #9

Sharol Benner (dated January 14, 2006, received January 18, 2006)

Comment:

Enclosed is a copy of a letter I submitted to the North County Times regarding the Palomar Airport.

I am sick to death of all the big to do about the airport, noise, blah, blah, blah!!!!!!

I for one am glad it's there, I knew it was there when I moved in (as I had to sign documents to that effect) and thought you would like some positive feedback from someone who lives directly in the flight path and who obviously uses that airport.

P.S.: The cars driving down the streets within the mobile home park make more noise than the airplanes do!!!!

Several months ago, I sent a "Letter to the Editor" (which I have never done). "DA PLANES DA PLANES." I wrote this articles out of sheer frustration and with the hopes that one individual who professes he represents the rest of us will get a life or focus on something a bit more realistic that attempting to change progress!!!

I too live in "Vallecitos Estates"-----right in the middle of the flight path. When I stand outside these planes fly directly overhead. The statistics I am reading about that are comparing the noise levels to that of a vacuum cleaner or dishwasher are spot on. I have done my own research. If you really concentrate on the planes coming in (which is hard to do) if you have a life, the noise lasts approximately 16 seconds!!!

Mr. Buckley, seemingly self appointed to campaign against progress is absurd and ludicrous. Everytime I read an article in the paper where he is being quoted as the representative of the masses of Vallecitos Estates, I get even more determined to make rest of the community aware that we-----though Sr. citizens are not a bunch of doting, drooling, non thinking people.

Let's talk about the airport. It's been there almost 50 years. It didn't just spring out of the ground and have someone roll out the Tarmack. Let's talk about purchasing a mobile home in "Vallecitos Estates". The buyer, at close of escrow has to sign documentation that they are aware the purchase is within that flight path!!!!!! I am 60 years old, am a partner in a small business here in San Marcos and no, I do not own an airplane hangared in Carlsbad.

Let's talk about the time saved due to that airport. Book a flight out of San Diego. The drive is approximately 1 hour if traffic is flowing smoothly. Find a place to park, which if you don't intend to pay \$20 per day now means you have to take a shuttle to the airport itself-----another half hour. Go through the frustration at the airport of security checks, standing around, praying that your

flight is on time after investing at least 3 hours of your time, as remember, you must get to the airport at least one hour prior to take off. Now, you get to do the exact same thing when you get back.

Book the same flight out of Carlsbad. From "Vallecitos Estates," the drive time is approximately 15 minutes. You get out of your vehicle, walk through the front door without the crowds and huge terminal chaos, check in and go to the plane!!!!!! DUH Who, in their right mind, that does any traveling at all wants to see that change. I am aware that this issue is supposedly all about noise. WHAT NOISE?? 15 seconds worth??? What's the trade off? Get rid of the Jets? Restrict flying times, GOOD GRIEF, this is progress and I for one am delighted it's there!!!!!!!

No one has ever knocked on my front door and asked me what I thought about the airport, the flight path or anything about the noise. My suggestion to Mr. Buckley (who in the last article was quoted as saying that if he won the lottery, he would dedicate the money to eliminating the air traffic) is, sell your mobile home and move somewhere else!!!!!!!!!! That airport was there when you moved in, it will be there when you move out-----and this is PROGRESS!!!!

Response:

Comment Noted. Thank you for your input.

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Written Comment #10**Jim & Jane Marmack (Submitted January 15, 2006 via e-mail)****Comment:**

Our house is 3.4 miles from the east end of the Palomar - McClellan Airport runway. We have lived here for 27 years. As with everything else, much has changed in the operations at Palomar Airport. In conducting your study, I would hope you would not focus on the take-off issues alone, but also look at the overall operations of the airport, including the approach areas. As mentioned earlier, we live 3.4 miles from the end of the runway and our property is situated so that all straight in approaches fly over our home. We have lived with these changes, but feel that certain restrictions need to be placed on the airport to keep from further eroding our quality of life. Some of the main issues are:

1. Night Curfew: Currently there is an advisory curfew. I am not sure if this is take-offs only, or landings and take-offs. Either way, we are awakened on a regular basis between midnight and 6:00 a.m. by helicopters, jets and other noisy aircraft flying over our home. The only way to curtail this is to have a mandatory curfew for all take-offs and landings, except for emergencies and emergency aircraft (police, fire, etc). Military training missions are not emergencies.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

2. Limit the type of aircraft that can take off and land: Some aircraft are noisier than others. Then there are the really noisy aircraft. Some of these heavy jets, heavy helicopters, and fixed wing planes that make a lot of noise should not be able to use this airport. We can hear and feel these planes coming from miles away and our windows rattle as they fly over. Some of these planes stay in the pattern and fly over multiple times.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

3. Limit the number of take-offs and landings: There is a saying in the community that Palomar Airport is one of the busiest one runway airports in the United States. One website lists 357 aircraft operating a day from the airport. On the weekends there is a constant flow of air traffic over our home. They fly over in all shapes and sizes, from World War II vintage planes to sleek new jets. They fly at all altitudes and with a variety of levels of noise. By limiting the number of take-offs and landings, maybe the student pilots and recreational pilots will go to another airport to practice landings and take-offs that don't impact residential areas.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

4. Approach pattern: The current approach pattern needs to be re-evaluated to see if aircraft can be safely diverted away from residential areas, to fly over industrial areas. There is an upscale housing project being built on the southeast corner of Palomar Airport Road and El Camino Real. Currently, planes from the south fly a left downwind and left final approach over this area. Planes should not be diverted around this residential area to the east, for a straight-in approach. In doing so, the problem would be moved from their area to our residential area.

Response:

See NCP Section 11.3.4 for further information regarding the south pattern for arrivals.

5. Approach altitude: Airplanes fly over our house at all altitudes. The approach altitude should be raised for planes coming in from the east. I have Eucalyptus trees on my property that are 100 feet tall, and on occasion, it appears planes might be only two or three hundred feet above them. Also, jets fly over at all altitudes and of course, the lower they fly, the noisier they are. Planes should fly at a higher altitude until crossing Business Park Drive before starting their descent. That is approximately three miles from the end of the runway.

Response:

Aircraft utilizing the Published Instrument Landing System Procedure when landing on Runway 24 begin their constant rate descent from an altitude no lower than 2,300 feet above mean sea level (AMSL) approximately 5 nautical miles from the approach end of the runway. As directed by the procedure, aircraft descend along a 3.2° glide path. For aircraft operational and safety considerations, pilots cannot alter the prescribed approach procedure or rate of descent as suggested. It is estimated that when utilizing the Procedure, aircraft arriving to Runway 24 are approximately 720 +/- feet above the

ground when crossing Business Park Drive. The prescribed Published Instrument Landing System Procedure for Runway 24 can be found in Appendix K of this document.

In conclusion, I feel the airport issue has not been dealt with adequately, if at all. It is a County run airport in the City of Carlsbad. The approach is over the City of San Marcos. I would hope you take the concerns and well-being of the local residents into account when evaluating Palomar-McClellan Airport.

Response:

Comment Noted. Thank you for your input.

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Written Comment #11

Charles Buckley (Submitted January 16, 2006 via fax)

Comment:

While the graphs, charts and maps that were used at the meeting looked nice, I neither saw nor heard any proposed plans for the relief of the citizens of San Marcos. Aircraft that trigger a noise monitor decibel over 80 should not be allowed across the San Marcos area. Aircraft flying visual approach from north and east should be directed to fly over industrial area on the north side of the city. From the south, they should not be directed any further east than the 3 mile mark. (Business Park Rd. - S. Mo City limit). Emergency only approaches after 11pm.

Response:

See NCP Section 11.4.1 for further explanation of proposed change to flight operations over the City of San Marcos.

See NCP Section 11.3.10 for description of "Quiet Hours."

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Written Comment #12

Hank Talbot (Submitted January 16, 2006 via e-mail)

Comment:

The "hot pilot" who liked to announce his presence to those friends and/or enemies on the ground below by gunning his engine, or flattening out his prop, when he flew over our area, seems to have responded to the criticism expressed by people like me.

My condo is located about 2 miles closer (to the airport) than the point where 'planes are supposed to turn from the base leg onto the final approach to the airport. There are a lot of 'planes which turn from the south at least 2 miles closer to the airport than the authorized point (Palomar Airport Road and Business Park). That brings them right over the development in which I live.

Response:

See NCP Sections 11.3.4 and 11.4.1 for further explanation of arrival procedures at CRQ.

Written Comment #13

John Bertoldi (Submitted January 17, 2006 via e-mail)

Comment:

I participated in the Palomar Citizens Action Group PAR2000 Roundtable representing Evans Point HOA, which is located just north of the airport. I had submitted several recommendations regarding north east VFR departure overflights some of which is a clear violation of the airport noise abatement procedure.

Response:

See NCP Section 11.3.1 for the analysis of the recommendations regarding northeast VFR departure overflights.

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Written Comment #14**Stacey Field (Submitted January 25, 2006 via e-mail)****Comment:**

I too, am saddened by the tragedy of this crash – but it has brought another important issue to my mind that was not mentioned in the articles I've read.

Yes, airport noise will always be a hot issue. However, this crash brings another critical issue to light. FLIGHT PATH. I hope I never read a headline about one of these small planes taking a “short-cut” off the flight path and crashing into a residential area. This would result in not only the tragic deaths of those in the plane, but also the deaths of innocent civilians as well as significant property damage.

I happen to live in a development near Lake Calavera, in Calavera Hills. To the best of my knowledge, I am NOT supposed to be in the flight path of Palomar Airport. I can verify that in the past 18 months I have lived here, NUMEROUS small planes have flown not only over Lake Calavera, but directly overhead (over my backyard).

Response:

The Lake Calavera is located approximately 3 miles north of the airport. As shown in Figure 11-12, the aircraft approaching from northwest to Runway 24 would fly over the Calavera Hills. See track ID 24A9. In addition, helicopter traffic between CRQ and the Tri-City Hospital would fly over the area. See track ID H12A1 on Figure 11-12.

The airport's Global Environmental Management System (GEMS) records the position as a function of time of most aircraft as they fly in the vicinity of the airport. With built-in algorithms, GEMS determines the type of operation (departure, arrival, training, flyover, or unknown) and the runway (06, 24, or unknown), and Create a map of flight density. Appendix D in the NEM document presents flight operations density maps for 29 scenarios. Flight tracks used in the modeling were based on these density maps obtained from GEMS in 2002.

Comment:

My husband and I joke that “they must be taking the scenic route over Lake Calavera”. But it's not funny, it's a noise nuisance, and any deviation from proper flight paths is dangerous. I would imagine that pilots of small planes might be less experienced than commercial pilots, their planes may not be subject to as many maintenance checks, and there is less control tower supervision. As a nearby resident, this crash has heightened my concerns.

It is my hope that officials at Palomar Airport and the FAA take a hard look at these smaller airports in residential areas – to ensure noise and flight path rules are being followed precisely, and if not, steep penalties must be enforced.

Response:

FAA Order 7110.65P, Section 2-1-1 describes that the primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. Therefore, safety is the primary consideration of air traffic controllers.

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Written Comment #15**David Farris (Submitted January 29, 2006 via e-mail)****Comment:**

As a homeowner in the community of Shadowridge in Vista, I live directly under the flight path of incoming aircraft to McClellan-Palomar Airport. I am concerned not only with noise issues but also with the health and safety of my family and others.

Often I hear aircraft noise after 10:00pm and before 7:00am which is a nuisance and causes loss of sleep. I strongly believe that there should be mandatory noise abatement policy and procedures not voluntary as is the case now.

I am concerned with the health and safety of my family especially with the recent fatal plane crash at McClellan-Palomar Airport on 1/24/06 and it's history of 11 fatal crashes. I am also concerned about the safety of the over 3,000 students at Rancho Buena Vista High School being directly under the flight path of incoming aircraft

Has URS Corporation conducted any noise and safety monitoring in the City of Vista in areas that are directly impacted by being directly under the flight path to this airport? If not, maybe it is time to conduct one.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

Rancho Buena Vista High School is not located within the 65 CNEL. According to the 14 CFR Part 150, Appendix A, Table 1, schools outside of the 65 CNEL are considered compatible.

14 CFR Part 150 §A150.1(b) indicates that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required for the development of noise exposure maps or airport noise compatibility purposes. URS did utilize data collected by the airport's GEMS which has four permanent noise monitors positioned around the airport. See NCP Figure 13.1.

[RETURN TO LIST OF COMMENTS](#)

Written Comment #16

Celestino & Christine Gaeta (Submitted January 30, 2006 via fax)

Comment:

We recommend that there should be mandatory flight plans that go north of Palomar Airport Rd., thus avoiding the private homes located south of the road. The pilots can turn right or left at the coast, which is only a few miles away which would keep them from zig zagging over our homes. It would also be great if they can keep flights between 7am and 11pm.

Response:

See NCP Sections 11.2.4 and 11.2.5 for VNAP Departure Procedures.

See NCP Section 11.3.10 for the "Quiet Hours."

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Written Comment #17**Art Rosa (Submitted January 30, 2006 via e-mail)****Comment:**

We have lived in the flight path for the past 6 years, and struggled mightily to put up with the noise created by the pilots that will not respect the voluntary flight path to stay North of Palomar Airport Road on a 250 heading...The noise study was flawed, in that it did not place the sound monitors closer to Palomar Airport Road. Numerous times over the years planes have flired directly over our houses located in the Salt Aire tract of 60 homes and have negatively affected our house valuations and sales...a fact verified by real estate agents in the area.... We feel the only real solution to the problem is the establishment of Mandatory Flight Rules which would require FAA approval....many of the flights over our properties are well below the 2000' level, and I am sure well above the 64db level....the recent crash was only 2 blocks from our property, and of course has raised serious concerns about continuing with the voluntary rules which have not worked over the past 6 year period...your help in changing things for the better will be greatly appreciated by all concerned residents in close proximity to the airport.

Response:

See NCP Section 10.1 for an explanation of noise contour development utilizing the FAA's Integrated Noise Model.

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Section 11.2.4. It describes the ATCT's concerns regarding the VNAP departure.

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Written Comment #18

Tracy Siddall (Submitted January 30, 2006 via e-mail)

Comment:

I live near Palomar Airport in a home that we paid \$735,000 for. It's a wonderful place to live except for the airport noise at Palomar Airport.

Is there any chance that planes could cease flying into/out of Palomar Airport between 12am-6am? Also, could they turn over the ocean instead of our homes?

The noise is unbearable with some planes.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Section 11.3.10 for a description of "Quiet Hours."

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures over the ocean.

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Written Comment #19**Barbara Thurman (Submitted January 30, 2006 via e-mail)****Comment:**

Our worst fears were realized January 24 when a private jet crashed and killed four people while attempting to land at the airport. This occurred during "Quiet Hours" (10 p.m. -7 a.m.) when there is a voluntary flight restriction for jet aircraft and no air traffic controllers are on duty in the airport tower. Other jet aircraft took off prior to that time. If the aircraft had attempted to land when the tower was manned it is possible that the tower would have had a visual as well as radar contact with the aircraft, cautioned the pilot and perhaps the accident could have been avoided.

It seems that many pilots/owners purposely do not honor the "Quiet Hours" restriction. Sunday morning a jet took off at 4:50 a.m. Every morning between 4-7 a.m. jet aircraft regularly leave from this airport. It has been reported that many of the pilots claim that the airport and they were in residence first and people should not have purchased homes in the flight zone.

These pilots/owners are not willing to be good neighbors and refuse to honor the quiet hours often fly and turn over nearby neighborhoods. It seems that whenever there is a golf tournament in town the golfers take off at all hours of the night without a thought to the airport's neighbors. The noise from these jets (especially some of the older aircraft) is deafening and thousands of people are awoken when they fly over. We are entitled to our privacy and peaceful night's sleep.

Response:

See NCP Section 11.3.10. The "Quiet Hours" is a voluntary noise abatement measure.

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Written Comment #20

Tom (Submitted January 30, 2006 via e-mail)

Comment:

I'm sick and tired of hearing the whining from "concerned neighbors and homeowners" who buy, build and live on an airport approach! If the lack of common sense is such that these individuals willingly purchased these lemming palaces plastered along an airport property which has been IN OPERATION FOR 40 YEARS---TOO BAD!

Next will be calls for compensation or "noise abatement relief". And "then taxpayer sponsored buyouts" of "distressed homeowners". IGNORE THEM!

As a former North County resident, I wholeheartedly endorse 24 hour operation, and see absolutely no point in any type of restrictions, or discussions of any type with these ignorant individuals! Since housing is encroaching on an established port of commerce, perhaps a moratorium on residential development is in order! By keeping this airport operating without restrictions, the FAA will ensure that there is no interference with the free flow of goods---also known as Interstate Commerce!

I would wholeheartedly endorse that the rather confused residents of these little bedroom communities that are encroaching on the Palomar Airport budget for earplugs! And stop your whining---it's pathetic!

Response:

Comment Noted. Thank you for your input.

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Written Comment #21**Greg Chornak (Submitted January 31, 2006 via e-mail)****Comment:**

I spoke at the last meeting on January 10th. Just wanted to confirm that URS noted my concerns and will address them. In particular is the noise issue over our community primarily from helicopters flying directly over our homes instead in accordance with the airport's own noise abatement guidelines as follows:

Helos: Remain above 1000' MSL and over major roads until entering the airport traffic pattern.

I would hope URS would again review some recent traffic patterns of helicopters over my home and this area. It is blatantly obvious there is a total disregard of the noise abatement plan. It's constant helo traffic many directly over my house all day long...and we live on a quiet cul-de-sac...away from any major road.

We also have a panoramic view of these helicopter pilots flying for miles directly over homes and not over major roads as they are supposed to be flying over. It's one thing if it's an occasional helicopter but nearly all of them fly wherever they want without any FAA or airport restrictions even though these guidelines are in place.

Response:

As directed by information published in the Airport Facility Directory, helicopter pilots are instructed to remain 1,003 feet Above Mean Sea Level (MSL [672 feet above ground level] while operating within the Airport Traffic Pattern. This altitude applies to the straight and level portion of the Airport Traffic Pattern and does not reflect altitudes during take-offs or landings. The County's Web Site offers the McClellan-Palomar Airport Noise Abatement Procedures that further states that helicopter pilots must remain above 1,000 MSL and over major roads until entering the Airport Traffic Pattern.

The requirement to remain over major roads follows the recommendations of several professional helicopter organizations throughout the United States. While voluntary, the concept recognizes that, by their nature of design and operations, helicopters produce unique and distinct operational noises. The recommendation to operate helicopters over major roadways ("Noise Corridors") has been proven to be effective in reducing helicopter overflight and noise intrusion over noise-sensitive areas. It should be noted however, that the safe operation of helicopters is the sole responsibility of each helicopter pilot. That said, during certain critical phases of helicopter operation, (arrivals and departures) the use of such flight paths may not be feasible or prudent from a safety or operational standpoint.

Comment:

It was my understanding that the purpose of the noise study was to assess and make recommendations on how to reduce NOISE, especially noting unnecessary and noisy aircraft and flight patterns and adherence to existing noise abatement guidelines. However, it appears this Part 150 study will bring little improvement. It appears to be nothing more than a good-ole boy relationship with the county hiring a consultant to put together a study to facilitate its owner's (FAA) best interest...and naturally at the full expense of taxpayer's that get nothing in return.

Response:

NCP Section 10 describes the roles and responsibilities of each party involved in the Part 150 Study.

Comment:

Actually, the FAA has no business being in charge of regulating their own noise in the first place. Frankly, your noise study should illustrate that the EPA needs to again be put in place of control of NOISE regulations and policy, not the FAA. It's ludicrous that the FAA is allowed to regulate and conduct their own noise studies. It's obvious they have no intent to reduce noise by their implementation of "voluntary" guidelines...essentially no guidelines at all.

If this study was to be conducted fairly and with meaningful purpose, it would have provided adequate funding to non-aviation community members to hire their own consultants and conduct their own noise measurements and validate the "results" of the county's consultants (URS). Instead it's a totally unilateral study in the best interest of the FAA, county, airport and aviation community.

Response:

The Aviation Safety and Noise Abatement Act (ASNA) was established by Congress in 1979 as a means to address the impact of aircraft noise on communities, to provide assistance and to assure continued safety in aviation. Under ASNA, the Secretary of Transportation was charged with the responsibility to establish a single system of measuring noise at airports, determine noise exposure, and identify compatible land uses. Thus, in 1981, the Federal Aviation Administration (FAA) established Federal Aviation Regulation (FAR) Part 150 Airport Noise Compatibility Planning.

Through the ASNA, airport operators voluntarily prepare airport Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) and submit these materials to the FAA for approval. Federal funding is available to the Airport Sponsor to conduct this work. The NEM is a graphic depiction of noise exposure around an airport in current and future operational conditions. Based on the NEM, an NCP is prepared that sets forth the measures an airport operator proposes to take in order to reduce existing noncompatible land uses and minimize additional noncompatible land uses on and around the airport.

FAR Part 150 implements the provisions in the ASNA for airport noise compatibility planning. In addition to minimizing aviation noise impacts, this regulation sets forth the following:

- The community noise equivalent level, abbreviated as CNEL, for measuring noise exposure in California;
- The Integrated Noise Model (INM) as the standard noise modeling methodology; and
- The voluntary development of NEMs and NCPs by airport operators.

The FAR Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides for funding of eligible items through the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

Comment:

In closing I have also attached a copy of my original 11 issues sent to URS to be addressed in this study. As I mentioned at the last meeting I am very interested in knowing how URS addressed these particular issues in accordance with FAA, DOT, 14 CFR Ch. 1, General Provisions, NCP Section 150.23, paragraph E (7).

Response:

The referenced paragraph states, “(e) Each noise compatibility program submitted to the FAA must contain at least the following: (7) A summary of the comments at any public hearing on the program and a copy of all written material submitted to the operator under paragraphs (c) and (d) of this section, together with the operator's response and disposition of those comments and materials to demonstrate the program is feasible and reasonably consistent with obtaining the objectives of airport noise compatibility planning under this part.”

The 11 issues were originally submitted via fax on April 14, 2004, in response to the request for public input during Public Meeting #2. The document was included in Volume 2, Appendix I of the NEM document. The NEM document was submitted to the FAA on September 13, 2004.

The original 11 issues are listed below, with responses. These will be included in the documentation of the public hearing, which will be an appendix of the NCP document.

The purpose of a noise compatibility program is provided in FAA, DOT, 14 CFR Part 150, Appendix B, §B150.1, paragraph (b).

Comment:

P.S.- As a community we are frustrated by these constant incidents like the one that just occurred as a twin engine jet flew directly over my house making a short dive into the airport at 3:19 PM on 1/31/06. I'm sure there was plenty of time for the tower to route it high, out and into a long approach into the airport over the commercial area of Carlsbad, instead it strafes over our homes to make a quick dive into the airport. This is the type of unnecessary noise this Study needs to address. Not rubber-stamping the way we've always done it.

Response:

A review of arrival flight tracks to Runway 24 indicates that aircraft are transitioning from a downwind leg to a left-hand base leg, turning to a final approach that is at least 4,800 feet from the end of the runway. These operations are consistent with prescribed approach procedures to Runway 24 as directed by the Airport Traffic Control Tower. Aircraft of this type (twin-engine jets) require wider downwind leg patterns and longer straight-in approaches than smaller, light, single- and multi-engined, piston aircraft. See NCP Section 11.3.4 for further discussion of the south pattern for Runway 24 arrivals.

Comment:

The people of the community purchased beautiful, quiet and expensive homes off to the side of the airport based on the airport runway configuration and noise abatement guidelines regulating noise and traffic patterns of the aircraft using it. However, the FAA and airport allows the pilots do essentially do whatever they decide. Consequently, a single recreational pilot in a inexpensive and loud plane, wanting to fly around in circles over everyone's home, can do it and ruin the peace and quite of everyone below because he's a pilot and he's within his rights...what about our right to not have some idiot flying circles over our homes when we're wanting some peaceful time with our families.

The FAA, county, airport authority and URS, owe it to the community to conduct this noise study fairly, honestly with the intent to reduce noise. Much of the noise is from recreational, training or vintage aircraft and inconsiderate pilots. It's time to start regulating aircraft and flights like other recreational and personal vehicles such as motorcycles, boats and off-road vehicles. Recreational aircraft are the least regulated and generate the most noise. And the FAA does nothing.

Response:

FAA-licensed pilots are required to operate in accordance with 14 CFR Part 91, General Operating and Flight Rules, Subchapter F, Air Traffic and General Operating Rules. See NCP Section 11.4.1.2 for description of required minimum safe altitudes.

Comment:

1. Recommend implementation of mandatory noise abatement procedures for all types of aircraft. Existing voluntary noise abatement procedures are futile since there is no dedicated enforcement of non-compliance or penalties to violators. Safety should be the only exception to the mandatory noise abatement policy. Mandatory requirements must include penalties for violators of any noise abatement guidelines with more substantial penalties for violations during "Quiet Hours".

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Sections 11.3.9 and 11.3.10.

2. Recommend elimination or relocation of touch-and-go training flight patterns (possibly over the ocean). URS data indicates touch-and-go flights equate to 40 percent of GA VFR flights. This represents a large number and significant percentage of total flights and NOISE at McClellan-Palomar airport. Training flights are of no value to the community but are a very significant source of noise.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

Touch-and-go activities are conducted for the purpose of take-off and landing practice. See NCP Section 11.4.1.1 for further explanation of touch-and-go operations.

3. Recommend minimum altitude requirements for planes within 2 miles of airport. Terrain in area within 2 miles of airport has many areas with bluffs and hilltops. Consequently, homes on top are subject to excessive noise from planes flying lower due to lack of altitude requirements during short approaches into the airport. In addition, scenic tour flights like those done by Barnstorming Adventures generate excessive noise due to age of planes and constant use of short approaches to the airport from the south.

Response:

See NCP Sections 11.3.4 and 11.4.1.2 for description of minimum safe altitudes.

4. Recommend some Part 150 funding of the \$250,000.00 be allocated to a Committee of Community Members to hire their own independent Noise Specialist(s) to review, compare and validate URS and Palomar Airport Staff's noise exposure data. Community should be afforded equal rights to test accuracy and monitor noise microphones in various areas around the airport to compare with Noise Exposure results provided by URS and Airport Officials.

Response:

The Airport Improvement Program (AIP) is authorized by Title 49 of the United States Code (U.S.C.), which is referred to as the "Act." The Act authorizes funds for noise compatibility planning and to carry out noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-143). Eligibility to receive funds under the AIP for noise compatibility planning is limited to public agencies owning public-use airports and private airport owners of public-use airports.

5. Recommend banning or implementing mandatory flight restrictions of all helicopters in and out of the airport to maintain a minimum altitude of at least 1500-2000' over major roads until entering 1.5 miles of airport. Only exceptions are flights responding directly to emergency Police or Life Flight flights. Large percentage of existing helicopter flights in and out of airport fly too low directly over our homes 2 miles southeast of the runway.

Response:

As directed by information published in the Airport Facility Directory, helicopter pilots are instructed to remain 1,003 feet Above Mean Sea Level (MSL [672 feet above ground level] while operating within the Airport Traffic Pattern. This altitude applies to the straight and level portion of the Airport Traffic Pattern and does not reflect altitudes during take-offs or landings. The County's Web Site offers the McClellan-Palomar Airport Noise Abatement Procedures that further states that helicopter pilots must remain above 1,000 MSL and over major roads until entering the Airport Traffic Pattern.

The requirement to remain over major roads follows the recommendations of several professional helicopter organizations throughout the United States. While voluntary, the concept recognizes that, by their nature of design and operations, helicopters produce unique and distinct operational noises. The recommendation to operate helicopters over major roadways ("Noise Corridors") has been proven to be effective in reducing helicopter overflight and noise intrusion over noise-sensitive areas. It should be noted however, that the safe operation of helicopters is the sole responsibility of each helicopter pilot. That said, during certain critical phases of helicopter operation, (arrivals and departures) the use of such flight paths may not be feasible or prudent from a safety or operational standpoint.

6. Recommend implementation of comprehensive noise abatement program with annual requirements to phase out older, louder planes by requiring them to install hush kits or retire noisy aircraft. Many vintage, experimental, acrobatic and other recreational aircraft are excessively noisy. Stage 3 requirement deadline was in 1999. Time to establish some new, quieter requirements.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

7. Recommend mandatory flight patterns using the north approach and departure, minimum altitudes within 2 miles of the airport for recreational, experimental and vintage aircraft. Every other recreational vehicle has restrictions on areas of usage, recreational aircraft should also have designated areas away from residential areas.

Response:

See NCP Section 11.2.3 for an explanation of the southern approach procedure.

See NCP Sections 11.2.4, 11.2.5, and 11.3.1 for an explanation of departure procedures.

8. Recommend flight restrictions, quieter planes or higher airport fees for companies such as Barnstorming Adventures Ltd. These sightseeing flights in loud, low-flying vintage aircraft need to be better regulated for noise. Types of planes, high frequency of flights and routine low-flying flight patterns of these flights is disruptive to our communities. Control Tower should require majority of these flights to use north flight patterns instead of allowing them to continually approach airport from south.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Sections 11.2.3 and 11.3.4 for further explanation of approach procedures.

9. Recommend changing daily morning scheduled commercial departures of America West flight that departs at 6:45 am to after 7 am and change departure of United Flight 6031 that uses 06 (east) runway to runway 24 (west) departure. In accordance with "Voluntary" Noise abatement procedures.

Response:

The airlines have been requested to schedule operations outside the 'Quiet Hours.' However, the airlines need to transport passengers to their hub airport in time to connect with morning flights to their final destinations. This may preclude rescheduling early morning departures.

Departure runway is determined by the ATCT based on weather condition.

10. Recommend the FAA consider airports having Citizen Advisory Committees to provide equitable representation regarding airport issues. Community currently has no representation on issues pertaining to the airport. Palomar Airport Advisory Committee is comprised only of airport proponents appointed by Supervisor Horn.

Response:

The County of San Diego designated the Palomar Airport Advisory Committee (PAAC) as the citizens review committee for this study. The PAAC meets the third Thursday of every month and the public is encouraged to attend. See NCP Section 15.2 and Appendix N for documentation of PAAC meetings.

11. Recommend FAA use its political lobby pressure to push through Congress the Bill to reestablish the Office of Noise Abatement and Control in the Environmental Protection Agency. Acting as a self-governing agency, with obvious conflicts of interest, the FAA is unable to conduct fair, unbiased Part 150 Noise studies. As FAA spokesman Mike Fergus was quoted in the Seattle Times last year, "If they (aircraft) are not doing anything that violates safety, there's nothing we can do". Consequently, why is the FAA conducting and spending millions of taxpayer dollars on Part 150 Noise studies?

Response:

See NCP Section 10 for an explanation of the Part 150 process, and the associated roles and responsibilities of those involved in the Part 150 Study.

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Written Comment #22

Michael and Tracy Kosowan (Submitted January 31, 2006 via fax)

Comment:

Please no take-offs/landings from midnight to 6 am.

Noise from some planes is incredibly loud (shakes glassware in cupboards).

Can you turn over the ocean instead of our homes?

Response:

See NCP Section 11.3.10 for the recommendation of the "Quiet Hours."

See NCP Sections 11.2.4 and 11.2.5 for an explanation of departure procedures.

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Written Comment #23

Jeanne Shea (Submitted January 31, 2006 via fax)

Comment:

The last 'Part 150' was in 1990 (16 years ago). Since then, has there been a comparison of noise impact when planes fly the "suggested" path (Palomar Airport Rd. North) vs. the odd flight path now utilized over homes. This would only be a real study if in fact this 'control' (suggested path) was utilized.

Response:

NCP Sections 11.2, 12.2, and 13.2 describe the review of previous 1992 NCP recommended measures.

NCP Section 11.2.4 describes VNAP departure procedure.

Comment:

If the reason planes flying over various neighborhoods is the cost of gas - this is a private airport. If those owning these planes want others to pay-the-price in order to pinch pennies a "Good Neighbor" policy must be put in place. In order to maintain compatibility between both parties, the public should not be held captive to the whim of a private plane owner.

Response:

See NCP Section 11.2.4 regarding VNAP departure procedure.

Comment:

I understand that certain planes may land without air traffic controllers in place at the airport; however a time constant of 6:30 am would be preferable. The 2, 4, and 5 am arrival/departures are a bit overboard. However, in light of the fact that these arrivals and departures may be for the betterment of the plane owner's business; it would be fine if they followed the 'suggested path' only at these times. It is a bit too much to ask of people in the community to ignore the sound of aircraft movement at 4am. People have jobs to go to as well, not to mention children who constantly wake due to the planes.

It is costly for the public to endure the noise as well. Lack of sleep impacts productivity both in the work place and at home. Sixteen years is a long time to talk about anything, if we must coexist some compromise must be reached.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

Appendix C in the NEM document presents "Noise and Its Effects on People."

[RETURN TO LIST OF COMMENTS](#)

Written Comment #24**Tracy Siddall (Submitted January 31, 2006 via e-mail)****Comment:**

[First part skipped because it is regarding clarification of faxed comment # 18] There are some days that planes fly at 2am and they are really, really loud because everything else is quiet. It always wakes up the kids. We all live in homes worth \$800,000 to \$1.6 million and use this airport. You'd think everyone would want to co-operate and reduce unnecessary noise. We all knew that an airport was nearby, but we all assumed there would be no noise late at night and early in the morning.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

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Written Comment #25

Linda Sounart (Submitted January 31, 2006 via e-mail)

Comment:

I live in Carlsbad & am a neighbor to Palomar Airport. I, my family & my neighbors are all affected by everything that happens at the airport. This being the case I would like to make some recommendations to abate some of the noise problem.

1. If the pilots would fly between Palomar Airport & Cannons Roads they would not bother any of the residents of Carlsbad. They should fly all the way to the ocean before they make their turns. Those pilots that are gracious enough to do this are greatly appreciated. It is very disconcerting to have planes buzzing your home when you are trying to sleep or enjoy your backyard.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

2. The noise monitors that are in Poinsettia Park should be moved closer to Palomar Airport Road & Hidden Valley. You would get a much more accurate reading as to what the homes in the area experience.

Response:

See NCP Section 13.2.1 regarding proposed locations for additional noise monitors.

3. Maintain & encourage the more northern departure route of 270 degrees.

Response:

See NCP Sections 11.2.4 and 11.2.5 for a description of the recommended departure route.

4. Don't allow planes to land or take off if unless the tower was open. (perhaps the jet crash could have been avoided if the tower had been open.)

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Sections 11.3.9 and 11.3.10.

5. Pilots should at least be censured (if not fined) if they disregard guidelines set forth by the airport.

Response:

See NCP Sections 13.3.7 and 13.3.8.

6. There is an inherent danger to the planes flying over the homes & schools in the neighborhoods. We have recently seen the crash of an airplane at the airport. Thankfully it did not hit any homes or school, but this could happen in the foreseeable future. Many of the planes are old & sputter as they fly overhead. There needs to be more defined rules of where these planes can fly after takeoff & before landing.

Response:

FAA Order 7110.65P, Section 2-1-1 describes that the primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. Therefore, safety is the primary consideration of air traffic controllers.

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Written Comment #26**David & Cami Surrey (Submitted January 31, 2006 via e-mail)****Comment:**

It should be known to all that the voluntary noise abatement procedures in place at Palomar Airport are treated with absolute disregard by most if not all of the pilots that takeoff jets. Every jet I've seen crosses far South of Palomar Airport Road, some even heading south directly over the many homes on their way to presumably San Diego. Some of these jets are extremely LOUD and should not take this path.

My recommendation is for 3 things:

1. Make the 250 degree departure route mandatory with enforcement, not just voluntary.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

2. No turns allowed until ¼ mile out over the ocean.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

3. Stop all jet flights between 12 midnight and 6am.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

Comment:

Implementing these 3 items as mandatory flight restrictions and not just voluntary measures no one pays attention to would harm no one and go a long way towards preserving a peaceful, undisturbed and friendly Carlsbad community.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Written Comment #27**Robert Woelffer (Submitted January 31, 2006 via e-mail)****Comment:**

I am writing about noise abatement issues at McClellan-Palomar Airport in Carlsbad, California. I live in Rancho Carrillo an HOA community of 1543 homes plus apartments located east of the airport and south of Palomar Airport Road centered around Melrose Drive. Our community is outside of the 3 mile noise abatement cone for jet traffic east of the airport. The 3 mile distance from the airport ends approximately 1000 feet or more east of our eastern boundary. We have called many times about jets coming from the south cutting across our community turning towards a westbound flight path to the airport. Because of the hills, they are often quite low when they pass over our homes. Sometimes it seems that they are coming through out house and not over it. Those jets are not abiding by the 3 mile noise abatement cone, but could do so if they went just a little further east before they turn into the west heading to the airport.

Response:

[See NCP Section 11.4.1 regarding the arrival traffic pattern east of the airport.](#)

Comment:

We have been informed by the airport management that the FAA air controllers are the ones who direct or give permission for the jets to turn into the flight path for landing. Because there is a noise abatement program at McClellan-Palomar Airport, one would expect that the FAA should be promoting compliance with that program. It appears that the FAA is either not aware of the noise abatement program or it just does not care if planes fly low across residential communities.

We were told by the airport management that it may be that the FAA directs the jets to turn before the 3 mile limit to accommodate with other airplane traffic. However, I have personally observed that jets have cut across our community with no other planes in the approach to the airport for at least another 10 minutes. So that is not always the reason the planes are allowed to cut across our community.

Response:

[See NCP Section 11.3.4 regarding the southern approach to the airport.](#)

Comment:

I have also experienced a United Express flight from LAX to Carlsbad that was directed to continue east until we crossed I-15 before we were allowed to turn to a west heading to land at McClellan-Palomar Airport. I expect that the reason we went an additional 10 miles east before

turning west was because of air traffic approaching the airport. Jets coming out of the south to land at McClellan-Palomar Airport can be directed by the FAA controllers to do likewise if there is other traffic in the flight pattern, not cut across a residential community to take a shortcut.

What we ask is that more effort be made by the airport management, the jet companies and pilots utilizing the airport, and especially the FAA controllers to abide by the 3 mile noise abatement program. It may take additional notification to jet companies and pilots as well as new and clearer procedures for the FAA controllers managing the air space. It can, and should be done.

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish, and distribute the VNAP to airport users, etc.

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Written Comment #28

Pat and R.J. Bauer (Submitted February 1, 2006 via e-mail)

Comment:

Until some higher power decides to make things MANDATORY at Palomar the rules are of no use. Pilots do not use good sense when flying over homes and sometimes drop very low around our pool and golf course. They also go under clouds very low over our houses. Many, many flights are done when the Tower isn't open and I am sure many are on visual and not instruments. Much of this report is about the Take Off's, which I understand is louder, but not much concern is given to the landing.

Response:

Take-off issues are described in NCP Sections 11.2.4, 11.2.5, 11.3.1, and 11.3.3.

Arrival issues are described in NCP Sections 11.2.2, 11.2.3, 11.2.7, 11.3.2, and 11.3.4.

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Written Comment #29**Rick Baker (Submitted February 3, 2006 via e-mail)****Comment:**

Members of our Land Use Committee attended the URS Jan-10 public meeting. We would ask that URS consider our recommendations below to modify the URS draft by withdrawing OM-14 and changing PM-2.

OM-14—Amending “Quiet Hours” to include all aircraft except emergency flight operations Implementing OM-14 would be counter-productive. Our current Quiet Hours language is already problematic, creating unrealistic residential expectations. If OM-14 is implemented it will increase expectations and give those who sell homes next to our busy airport more words they can use to downplay noise concerns. The draft assumes 50% of pilots will comply with this new noise abatement request—this assumption is wrong. We surveyed over 300 airport users and received over 70 responses indicating pilots cannot support this change because they already only fly at night when necessary. Withdraw OM-14. Remove the “Quiet Hours” from all airport literature.

Response:

See NCP Section 11.3.10. The "Quiet Hours" is very important to the community even as a voluntary measure.

Comment:

PM-2—Dedicated Full-Time Noise Abatement Officer (NAO) Implementing this function would be counter-productive. In our view it will contribute to public misunderstanding and be a waste of taxpayers' money (\$80K/yr +).

Unfortunately it 1) formalizes a “Complaint Department” with the appearance of lessening noise, yet there will be little if anything this function could do to “Abate” noise; and 2) does not include engagement in the “community-planning” process. Developers continue to accelerate irresponsible development near CRQ—with the City’s support. Many neighbors continue to be misinformed about the facts of airport operations and believe incorrectly that CRQ operations can be changed. Indeed, at your meeting, residents continued to characterize pilots not using a voluntary procedure as “rogue”. We feel the County and City probably won’t institutionalize much—if any—significant Part 150 recommendations that would improve public health/welfare/harmony with the airport because these organizations seem lead by developer interests who seek to downplay airport impacts to maximize revenue from inappropriate development near CRQ. Recall their support of Calavera Hills, Bressi Ranch and other high-density residential developments underneath traffic areas. Recall they ignored recommendations from their own PAR2000/PAAC for disclosures, easements and zoning.

Instead of a reactive “Complaint Department”, we recommend CRQ implement a pro-active “Community Planning and Relations Officer” (CPRO)—with duties similar to California military airports’ Community Planning and Liaison Officer (CPLO)—note: this is NOT the same as the County Airport’s Public Communications Officer. The main function of CRQ’s CPRO would be to educate locals/organizations with facts about CRQ, provide suggestions to organizations/potential residents to help prevent bad decisions, and provide practical information to noise sensitive people on how to cope with noise, e.g. notifying the public about CRQ being a “24/7 operation and getting busier”; complaints being public record and a material defect disclosure item during home sales; how to take action against deceptive home sales; monitor/report misleading statements including misleading sales activities at real-estate sales offices in areas of expected complaints to the CA Department of Real Estate and BBB; provide thorough disclosures/helpful-hints/pamphlets/web-pages based on experienced airport-users and operator’s point-of-view; monitor and provide critical input on proposed development near CRQ, etc. Replace the NAO with the CPRO.

Response:

The County of San Diego has taken this comment under advisement.

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Written Comment #30**Michael Grim, Senior Planner, City of Carlsbad****(dated January 25, 2006, submitted January 26, 2006 via e-mail and submitted via U.S. Mail)****Comment:**

The NCP addresses the reduction in noise sensitive land uses and housing/population within the 65 dBA CNEL. The land use mitigation measures recommended for the City of Carlsbad, contained in Section 14.3.2 of the NCP deal with lands outside of the 65dBA but within the 60dBA CNEL. Given the purpose and objectives of the NCP, the City asserts that it is inappropriate to recommend any land use changes outside of the 65dBA CNEL noise contour. That being said, the existing zoning and land use designation for two of the three parcels identified in Section 14.3.2 are incorrectly described. The correct zoning and land use designations are described below and shown on the attached exhibits. [See original document for attachments].

Response:

The airport agrees that the identified parcels are outside the 65 CNEL for 2009. However, as shown in Section 7 of the Noise Exposure Maps document, the 65 CNEL contour is expected to expand in the future. In anticipation of this expansion, the airport is taking a proactive position in requesting the City of Carlsbad to rezone parcels that have potential to be developed into non-compatible (noise sensitive) land uses.

Comment:

212-040-50 The current zoning designations are O-S and R-1-10 (One Family Residential). The current land use designations are OS and RL (Open Space and Residential Low Density). The undeveloped portion referred to in the NCP is covered with open space zoning and land use designation, not R-1-10. This comment was made previously (please see 11/7/05 email correspondence)

Response:

At the time URS began working on the NCP, parcel APN 212-040-50 was vacant, and was zoned LC (Limited Control). In Late 2005, the City of Carlsbad informed URS that a Property Zone Change split the parcel into two areas, one being zoned OS (Open Space) and the other being zoned R-1-10 (One Family Residential). A General Plan Map Change resulted in most of the area that was formerly designated RL (Low Density Residential) changing to OS (Open Space). The areas formerly designated RLM and OS are now RL. The City of Carlsbad recently informed URS that the area zoned R-1-10 and designated RL is in the process of being developed with 14 single family homes, which were

approved in late 2004, when the Property Zone Change and General Plan Map Change were approved. Therefore, no further action is warranted.

Comment:

212-040-66 The current zoning designations are O-S and P-M-Q (Open Space and Planned Industrial with Qualified Development Overlay). The current land use designations are OS and PI (Open Space and Planned Industrial). The NCP Recommends changing the zoning of this parcel to P-M however, as shown, this is already the current zoning designation. Therefore, no zoning or land use change should be required for noise compatibility.

Response:

Regarding APN 212-040-66 (See NCP Section 12.2.3, page 12-13, 3rd paragraph from the bottom), the paragraph will be modified to read:

"There is one undeveloped area that is designated RD-M located within the 60 CNEL. The land use is designated "OS - Open Space." It is located west of Hidden Valley Road and south of Palomar Airport Road. It is identified as Assessor's Parcel Number (APN) 212-040-66. The City of Carlsbad has changed the zoning code to P-M-Q/OS. (See Comments from Mike Grim, City of Carlsbad, January 25, 2006, included in Appendix P-2). This Zoning Change reduces the potential for noise-sensitive development in the future, therefore, no further action is warranted."

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Written Comment #31**Jim Desmond, Council Member, City of San Marcos****(submitted January 10, 2006 by hand delivery)****Comment:**

The city of San Marcos has three requests to be included in the McClellan-Palomar Part 150 Noise Compatibility Study.

1. The City of San Marcos requests the determination of noise equivalent lines be from actual available traffic pattern flight path data, not aircraft modeling traffic pattern data. The current noise equivalent lines in the Part 150 study are referenced from a tight (textbook style) traffic pattern using aircraft modeling data instead of actual available flight path data. Actual flight path tracking data (Attachment A) is currently available from CRQ's airport manager's office. The modeling information does not reflect actual flight paths in and out of CRQ. The city of San Marcos respectfully requests the noise study to incorporate actual available flight path data for establishing actual noise equivalence parameters.

Response:

Flight tracks used to generate noise contours were developed from actual available flight path data. The airport's Global Environmental Management System (GEMS) records the position as a function of time of most aircraft as they fly in the vicinity of the airport. With inherent algorithms, GEMS determines the type of operation (departure, arrival training, flyover, or unknown) and the runway (06, 24, or unknown). As the flight passes over a set of user-defined grid area, GEMS counts the number of passes for each grid point in a user-defined gridded area. Knowing the total number of flights for each grid point allows a map of flight density to be created. Appendix D in the Noise Exposure Map Document presents flight operations density maps for 29 scenarios. Flight tracks used in the modeling to generate noise contours were based on the density maps obtained from GEMS in 2002.

Comment:

2. The City of San Marcos requests support from FAA CRQ Control Tower Manager to establish an arrival VNAP. The City of San Marcos with the cooperation of San Diego County Department of Airports and the Palomar Airport Advisory Panel, wishes to establish an arrival VNAP at CRQ. The city feels it is crucial that the CRQ tower manager be an active participant in creating the VNAP. Beginning in Spring of 2006, the City of San Marcos requests the CRQ tower manager to be an active panelist in creating an arrival VNAP.

Response:

See NCP Sections 11.2.2, 11.2.6, 11.2.7, 11.3.2, and 11.3.4. These sections reviewed potential arrival procedures to reduce noise impacts.

Comment:

3. The City of San Marcos requests raising the VASI and ILS glide slope angles. San Marcos has a densely populated senior mobile home park community with over 1100 mobile homes 3.5 miles from and directly under the Runway 24 final approach course. Aircraft on the Runway 24 ILS glide slope and aircraft visually on the VASI when directly overhead the San Marcos mobile home parks are at 1500 ft MSL. The mobile home parks sit at 675 ft MSL. This puts aircraft on a 3.5 mile final on glide slope and on VASI at 825 ft AGL, directly over 1100 mobile homes.

Response:

See NCP Section 11.2.2 for further explanation regarding raising the ILS glide slope and VASI angle.

See NCP Section 11.4.1 for further explanation regarding the request from the City of San Marcos.

Comment:

To reduce noise, the City of San Marcos requests raising the VASI and ILS glide slopes such that aircraft are higher over the mobile home parks. Attachment B is a one-week picture of noise events over 60dB recorded at a county noise monitor located at the San Marcos mobile home parks. Standardization: With rising terrain to the east of CRQ, a standard glide slope of 3 degrees is not feasible. The current 3.2 degrees glide slope allow aircraft on a 3.5 mile final to get as low as 825 ft AGL. Aircraft operate safely at higher glide slope angles. The glide slope at San Diego Lindberg ILS runway 9 is 3.22 degrees and the glide slope to runway 1L at Las Vegas, Nevada is 3.4 degrees.

Yes, the airport was there first. Both the airport and community have both grown and we must work together to peacefully coexist.

Response:

See NCP Section 11.2.2 for further explanation regarding raising the ILS glide slope and VASI angle. The Landing Distance Available (LDA) for CRQ Runway 24 is 4,600 feet. The LDA for LAS Runway 01L is 8,402 feet. The LDA for SAN Runway 09 is 8,700 feet. LDA is a key factor in determining the feasibility of a higher glide slope / VASI angle.

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Verbal Comment #1
Charles Buckley
Rancho Vallecitos HOA

Comment:

Voluntary Noise Abatement Procedures should be Mandatory Noise Abatement Procedures. Is 100% quiet time just for departures or approaches too? The Noise monitor is located in Palomar West but the comments are sent out of the county to be evaluated. We should set something up so we can track comments within 24 hours. I live on the West side, as planes go over my house they are only 800-900 feet above, like the FAA says. The P-180 (there are four) are extremely noisy. You can hear them from Escondido. Neighbors say that in a house with windows closed it can take two minutes for the noise to pass. URS and the Airport staff know of other concerns.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

"Quiet Hours" apply to both departures and arrivals. See NCP Section 11.3.10 for additional explanation of "Quiet Hours."

San Diego County developed an Airport Noise Reporting Form which is on their website at <http://www.sdcdpw.org/noise/>.

See NCP Section 11.4.1.2 for a description of required minimum safe altitudes.

The Piaggio P.180 Avanti is a twin-engine business aircraft produced by Piaggio Aero. The Avanti has turboprop engines in a pusher configuration, placed on a mid-fuselage, high aspect ratio wing. Maximum gross takeoff weight is 11,601 lb. According to FAA Advisory Circular 36-1H, the P.180 produces a noise level of approximately 82 dBA. The noise certification limit for propeller driven small airplanes weighing over 3,300 lbs. is 85 dBA.

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Verbal Comment #2

A. "Jack" Ekland

Comment:

Friends from Arizona say they have quiet hours at their airport. There are no flights between 10 p.m. and 7 a.m. Could such regulations be implemented here, in Carlsbad?

Response:

See NCP Section 11.3.10 for a description of "Quiet Hours."

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Verbal Comment #3

Joanne Grueskin

Resident in Rancho Corillo

Comment:

The recommendations look good. The tighter track (of the Dallas Airport) was very appealing. We understand approaching flights should be north of Palomar Airport Road but we are concerned about small aircraft that fly during the weekends. They are noisy.

Response:

See NCP Section 11.2.5 for a description of the recommended GPS/RNAV departure procedure.

See NCP Section 11.3.4 for a description of approach routes to Runway 24.

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Verbal Comment #4
Maureen Kube
Seabright GRG Management

Comment:

Could we possibly have flights go south before Hidden Valley Road? Barbra Henry's article encouraged airports to phase out noisy jets. Is there anything to back up her article? There are noise monitors at Poinsettia Park, can we get a noise monitor closer to our house? We have kids and pre-schools close by. We're annoyed with noise even though we know we signed papers about the airport being close. We understand there is give and take to living close to the airport but we are asking the airport to be more concerned with the neighboring community.

Response:

Departure track 24D6 makes a left turn before Hidden Valley Road.

See NCP Section 11.3.9 regarding phase out of noisy jets.

NCP Section 13.2.1 recommends two additional monitors close to the airport under the flight paths.

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Verbal Comment #5
Yvonne Barcelona
Resident and Realtor

Comment:

San Marcos Laurel area has a hill with homes behind it. Planes have come within 500 feet of the house and helicopters come across the corridor underneath rooflines. Inbound and landing should be curtailed so that noise before 7 a.m. is prohibited. Neighbors don't want to wake up early on Saturday and Sunday. Jet noise comes in more often south of Palomar Airport Road. I have called the tower to complain about planes flying so low, I could see passengers. I believe 100% noise abatement should be required not voluntary.

Response:

See NCP Section 11.4.1 regarding traffic pattern altitudes in the vicinity of San Marcos.

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Verbal Comment #6
Gregory Chornak
Ponderosa HOA

Comment:

I think the study should take another look at recreational training flights that come over homes. Helicopter flight regulations say pilots should fly over roads, but they don't. Part 150 FAA guidelines say that prior to submission of draft airport operations the general public should be allowed to submit views. I don't think we had the opportunity to comment. I requested a copy earlier but don't think I had adequate time to review it. I haven't seen information regarding other regulations noted in study.

Response:

Since the completion of the 1992 NCP, the traffic pattern altitude for small aircraft was raised by 300 feet. Currently, the published traffic pattern altitude for small aircraft is 1,503 feet above mean sea level. See NCP Section 11.2.1.

Published noise abatement procedures for helicopters at CRQ states "Remain above 1000' MSL and over major roads until entering the airport traffic pattern."

There were two public workshops for the Noise Exposure Map (NEM) and one public hearing for the Noise Compatibility Program (NCP). Each of these provided the opportunity for the public to submit their views. In addition, the Palomar Airport Advisory Committee meets every month and the public is invited to attend and given opportunity to provide comments. Section 8 in the NEM document and Section 15 in the NCP document describe the public involvement for this study.

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Verbal Comment #7

Chin Tu

Civic Helicopters

Comment:

Helicopter pilots learned how to fly at an airport. Those pilots have training done work for the Army, National Guard, Police Department, etc. Helicopters make noise but not as much as other jets. Trash trucks wake you up too, but neighbors don't complain about those. Helicopters are there for a good purpose. Victims of Hurricane Katrina and other people appreciate helicopters. We ask for consideration of helicopters. Sorry about noise.

Response:

Comment Noted. Thank you for your input.

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Verbal Comment #8
George McJimsey
Pinnacle Aviation Academy

Comment:

I fly a training aircraft, was a member of the PAR 2000 committee and worked voluntarily on the NAP. I have posted signs and had instructor meetings to discuss the noise, but as far as recommendations from tonight's study are concerned, private pilots require 3 hours of night training. We'll try to keep noise down.

Response:

Comment Noted. Thank you for your input.

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Verbal Comment #9

Tom Frieder

Pilot

Comment:

I'm a pilot and have 10,000 hours of experience flying. I've become mindful of the community and take care to comply with VNAP. If pilots would join and follow VNAP to include alpha departure, to take off 24, that would be nice. I agree that pilots should be mindful of altitude requirements, which is 1,500 feet. I applaud Palomar Airport for making public meetings possible.

Response:

Comment Noted. Thank you for your input.

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Verbal Comment #10

Dave Richter

President of the San Diego Regional Aviation Association

Comment:

I stand behind the recommendations made tonight. The SDRAA's mission is to educate the public and pilots. Some pilots don't know people are sleeping close to the airport. It's important that the airport has been pro-active. I encourage people to visit sdraa.org.

Response:

Comment Noted. Thank you for your input.

NCP Section 13 presents a number of recommendations regarding VNAP publication and pilot education.

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Verbal Comment #11**Gail Carroll****FFP Shore Point****Comment:**

I was part of the group that made the Friendly Flyer program happen. I appreciate PAAC and am encouraging pilots and the hospital to follow VNAP. In regards to the study, one recommendation asked pilots not to turn until they are past Interstate-5 that seems to be an example of reduced VNAP compliance. The study also recommends 100% quiet hour compliance; right now there are 10- 25 planes that follow quiet hours. The biggest concern of Fly Friendly is to follow existing compliance regulations. Implementing a GPS would help clear up the problem if pilots don't comply with existing voluntary regulations.

Response:

The Citizens for Palomar Airport Noise Reduction made a presentation to the PAAC in November 2004. The "Fly Friendly" program was adopted by the PAAC in April 2005. NCP Appendix N includes the presentation.

The recommendation asking pilots to delay the left turn from RW24 until aircraft are west of I-5 would reduce over flights of neighborhoods south of the airport. The recommendation is made with the understanding that pilots who would normally turn left immediately after departure from RW24 are not likely to fly the VNAP 0.5 mile beyond the coastline. If they delay their left turn until they are west of I-5, it would be preferable to the immediate left turn that is currently being flown. See NCP Section 11.2.4 for further explanation.

See NCP Section 11.3.10 for a description of "Quiet Hours."

See NCP Section 11.2.5 for a description of the recommended GPS/RNAV departure procedure.

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Verbal Comment #12**Robert Woelffer****Comment:**

I live east of Melrose. Jets aren't following the three mile rule. I've called the airport to complain and the response was that the FAA says when to turn. If the FAA is part of this program, the control tower should have jets come from the south, go three miles, then enter through the noise abatement area. Planes are low and it feels like they are coming through your house.

Response:

The distance from the Runway 24 end to the corner of Palomar Airport Road and Melrose Drive is approximately 1.5 miles. Thus, the "Minimum altitude 2000' AGL until 3 miles from the field" does not apply around Melrose Drive.

See NCP Section 11.4.1.2 for a description of required minimum safe altitudes.

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Verbal Comment #13

John Earle

Pilot

Comment:

I'm a pilot. My pilot friends and I try to follow VNAP. Carlsbad is a nice community and we (pilots) need to consider this. if there is an attempt to compress air travel space, there could be in-air collisions. The airport was here first. I have to look up to see when planes are coming too but don't understand where complaints are coming from.

Response:

Comment Noted. Thank you for your input.

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